

# NO COMPROMISE WITH AGITATORS

Trouble at Goldfield Will Not  
Be Settled Until I. W. W.  
Are Beaten.

## REVIEW OF THE SITUATION

INTERVIEW WITH MAJOR W. A.  
STANTON.

(Special to The Herald.)

Goldfield, Nev., April 13.—The situation in Goldfield from the standpoint of the business men and mine owners was discussed by Major W. A. Stanton, formerly of Salt Lake City, now chairman of the executive committee of the Business Men's & Mine Owners' association of Goldfield, today. The committee, a committee, has had very little to say beyond brief formal statements issued from time to time and at irregular intervals.

And it was with the greatest difficulty that Major Stanton was persuaded to submit to the committee a request for an authorized formal interview. The committee, after hearing arguments for and against the matter, decided that the interview might be given out, and that Chairman Stanton was the man to handle it. The major was asked to go into the Goldfield troubles from the beginning in detail, as far as he could with propriety, the work of the committee and its plans for the future.

Among other things, he said:

### Must Be Settled Right.

"No one deplored the situation more deeply than the men and the interests represented by this committee. The trouble there are neither responsible for, nor did they seek it. On the contrary, they have gone to an extreme several times before in order to avoid it. No one else how hurtful these things are not only to themselves and to the district, but to the state at large. They have been absolutely compelled, however, to force conditions to an issue, which must have come sooner or later. It is now here and must be settled right to be settled at all.

"The cause of all our troubles may be traced to a so-called labor organization styling itself The Industrial Workers of the World. This concern is of comparatively recent origin. It established itself in the district of the world of mines. It is a very comprehensive scheme, designed to comprise all classes and conditions of men and women who labor or who are classified as employees. The union of these classes with the organization is made compulsory. Those who do not voluntarily join are forced to do so by any and every method necessary for that purpose. This practice has been successfully pursued here as against all organizations except the carpenters. Its officers, through their control of all employees, are thereby able to do as they please with conditions as they see fit to employers of every grade, and the disregard by any employer of any order of the central body means ruin, bodily injury and death itself, if disobedience becomes obstinate or long continued.

### Simply Means Anarchy.

"Those controlling this organization, in Goldfield at least, are avowed Socialists, but their definition of Socialism is anarchy. They respect neither property, contract, nor security of life or limb. They flourish in an atmosphere of disorder. Their displeasure means not only a boycott, but industrial ostracism. They have not only terrorized the community and retarded the development of the camp, but their power is felt and feared by public officials, high or low. It is with these conditions that the conservative and law-abiding element of Goldfield has had to deal since the camp became sufficiently important to attract attention.

"Last summer a newspaper having the temerity to criticize some of the officials of this organization was not only boycotted but suppressed; a few resolute men stood by it, but it was unable to continue business except through its purchase by outsiders. Shortly afterwards the miners were ordered out of the town of the mines, and the business of the time being was paralyzed, as the other mines could not afford, under the circumstances, to continue operations, and therefore closed.

### Settled for a Time.

"This situation was met at the time by the business interests with earnest efforts to compromise, and these were partially successful. The mines resumed work within a few days, about which time the local union of the Western Federation of Miners became directly identified with that of the I. W. W.

"During the late summer and fall of 1906 the great bodies of very rich gold ore in the Mohawk mine were plundered by so-called 'high graders,' a practice which the mine owners and their lessees endeavored to suppress. This practice became a common one that but little concealment was attempted, because the I. W. W. organization defended and encouraged it, and through its enormous power, shielded offenders and assisted in the conversion of the spoils into money. The mine owners, therefore determined, upon the falling in of the leases, to take measures for their protection, in consequence of which the I. W. W. precipitated another strike condition. It is just, however, to say that the large body of miners neither sympathized with nor were identified as miners with that movement.

### Trouble Soon Came.

"As a result the camp was for a second time tied up, business languished and the entire district was virtually at the mercy of the I. W. W. Through the influence, however, of the mine owners and business men upon the one hand and the conservative miners upon the other, a second agreement was reached, under which the Goldfield mine owners bound themselves to pay the highest rate of wages in the country, and the miners consented to some of the regulations required by the mine owners for their protection against high-grading. "It was sincerely hoped on our part, and I think, believed by the majority of the miners, that an end had, by this arrangement, been put to labor troubles in Goldfield. As a result, the camp began to expand marvelously, and the mining interest grew by leaps and bounds. Everything was peaceful, or at least as peaceful as any community can be which tolerates the I. W. W. when, about the middle of the year, morning the I. W. W. demanded that the local carpenters' union at once merge itself into their organization. This the union, affiliated with the American Federation of Labor, refused to do, whereupon its members were denounced as scabs, and the en-

the weight of the I. W. W. influence was thrown against them. They were ostracized, however, whereupon the I. W. W. ordered its members working in other pursuits to quit working with them or for any persons employing them. Carpenters are a very busy set of men here, and they were at the time, among other things, engaged in rushing necessary surface improvements to completion at the Mohawk mine of the Goldfield Consolidated company.

"This company, very properly and justly, refused to obey the orders of the I. W. W. to discontinue them, whereupon its miners were at once ordered out, and they obeyed. The camp was then face to face either with the necessity of submitting abjectly to the lawless demands of the I. W. W., or of standing by the carpenters and also for its own rights. They either had to surrender and place themselves at the mercy of the I. W. W., or close down and fight for the final establishment of law and order. A hurried conference between the business men and the mine owners resulted in a mutual determination by each to stand by the other, and to suspend all necessary operations everywhere until the I. W. W. was wiped out and done away with permanently. To that end they organized and adopted a resolution, dated March 15, 1907, which I hand you:

**Resolution Adopted.**  
"Whereas, Local conditions are becoming intolerable through constant and unreasonable agitation on the part of the leaders of an organization known as the Industrial Workers of the World; and

"Whereas, An unchecked tendency of such conditions means danger to life and property and the ultimate destruction of mining and general business in the camp of Goldfield; therefore, be it

"Resolved, That, representing the commercial and mining interests of Goldfield, we hereby pledge ourselves to absolutely refuse to employ any man in any capacity who is a member of the Industrial Workers of the World; and, be it further

"Resolved, That the mine owners will recognize any miners' union that is independent of the Industrial Workers of the World in the Goldfield mining district, and that the other business interests and industries will recognize and employ members of separate craft organizations not affiliated with or under the jurisdiction of the Industrial Workers of the World in the Goldfield mining district.

### Second Declaration.

"As some misapprehension seems to exist in the minds of a number of miners in the district as to the meaning of the resolutions adopted by the Business Men's and Mine Owners' association of Goldfield, Nev., we wish to make our position clear to the miners of the district. No declaration of war has been issued or intended by this association against the Western Federation of Miners. We believe that among the miners of Goldfield are some of the best in the world, and we desire to retain them and remain on the friendliest terms with them. The purpose of our resolution was and is that the miners of Goldfield should be independent, and we will be perfectly satisfied if they remain and keep control of their own local union No. 220, and sever their connection in the Goldfield mining district with the Industrial Workers of the World. There is no intention of discrimination against the miners as to hours and wages, and when the object above stated has been accomplished, the association believes that an agreement can be signed between the mine owners and the miners, guaranteeing the present hours and wages for any number of years that may be mutually agreed upon.

"The association and its committee," Major Stanton continued, "have been faithful to the spirit of these resolutions ever since and, of course, they must continue so to do until the trouble is ended. A representative of the A. F. of L. came to Goldfield at the request of the carpenters' union and actively began the work of organizing the various labor crafts in the city and affiliating them with the A. F. of L. Up to date he has been entirely successful. The local district of the A. F. of L. is a most fortunate, for they have been supplied with all needed help through this organization, so that their business has continued without much interruption; and nothing remains to be done except to establish some final arrangement between the local miners and the mine owners of the district, whereby both can be freed from the domination of the trouble-breeder in the I. W. W.

### Not Hostile to Labor.

"The statement has been given wide circulation that the Business Men's and Mine Owners' association of Goldfield is hostile to organized labor, and has been created to overthrow it. This is an unqualified and deliberate untruth. The association has neither the wish nor the power to do any such thing. It is anxious to see the legitimate labor unions of the country in full operation, and acting in entire harmony with the employers, but it will not recognize the I. W. W. as anything else than a criminal body, whose hand is against organized society, and whose long ago co-operation with us, but for their sense of obligation to their order. This order is, in fact, so closely identified locally with the I. W. W. that time is probably required to enable them to sever their relations with it. We believe they will do so. Too much praise cannot be accorded them for the quiet and peaceful conditions which have existed in this community since this trouble began.

"We can better afford, if necessary, to permanently close every mine in the district, lose our property, and let the Goldfield district lapse into its original condition, than to permit crime, disorder, anarchy and violence to establish themselves in, and take control of, this community of American citizens, living under and entitled to the protection of the flag of our common country.

"I should say in this connection that fully 95 per cent of the miners of this district are conservative, law-abiding, hard-working and honest men. They desire industrial peace as much as we do, and would have long ago co-operated with us, but for their sense of obligation to their order. This order is, in fact, so closely identified locally with the I. W. W. that time is probably required to enable them to sever their relations with it. We believe they will do so. Too much praise cannot be accorded them for the quiet and peaceful conditions which have existed in this community since this trouble began.

### Cold-Blooded Murder.

"Early in the outbreak of the trouble, the keeper of a small restaurant was boycotted, and then murdered in cold blood by some of the officers of the I. W. W. His offense consisted entirely of a desire to earn an honest living freed from the exactions and outrages of this organization. These men were denounced as scabs, and the en-

## FIRST OF FIVE REASONS TREE TEA

There are two varieties of tea—lowland tea and mountain tea. Lowland tea looks well; mountain tea drinks well. TREE TEA is mountain tea.

## IS MOUNTAIN TEA

DRINK IT

IMPORTED BY  
M. J. BRANDENSTEIN & CO.  
SAN FRANCISCO

will be tried under the forms of law for an offense which richly merited summary punishment at the hands of an outraged community.

"If an outsider could visit the headquarters of the I. W. W. in Goldfield and read the placards displayed upon the walls he would hardly believe himself to be in the United States of America. These posters, in red letters, announce implacable hostility to practically all elements of law and order, and suggest bloodshed as the cure for many supposed abuses. They are not meaningless displays, either, for many a poor fellow has felt their consequences by being plundered and driven into the desert to shift for himself, because obnoxious to some member or members of the organization.

"Last January a procession bearing the red flag, and marching under the leadership of those controlling the I. W. W., assembled ostensibly to express itself favorably to Moyer and Haywood, now imprisoned in Idaho. The statements then made by the demonstrators, then expressed and the purposes then disclosed, were more treasonable than anything uttered by the secessionists of 1860 and 1861, for the latter expressed hostility to this government only, while the former denounced all forms of organized society as enemies to themselves and to mankind in general.

### Struggle Will Continue.

"We have perhaps the greatest mining camp in the world; its riches are not a matter of promise or speculation. They are actual facts as demonstrated by past development. We have one of the most enterprising communities in the world, composed of the best blood, and brain, and brawn of the country. We have every inducement to industrial peace, through which and through which the nation can thrive, prosper and contribute to the wealth of the nation. Nothing stands between us and this end except the organization of the I. W. W. We cannot afford to deal with it, or recognize it as a possible enemy of our social, industrial or commercial life.

"We deplore the necessity of conflict beyond our power of expression, but we feel that we owe a duty not alone to ourselves, our property and our community, but a larger one to the state and the nation in making this stand against lawlessness, disorder and anarchy. We propose that life, limb and property shall be as safe in Goldfield as they are anywhere else in the United States and, when that is accomplished, our struggle will be at an end and the work of development will be renewed. In carrying out our purpose, we bespeak, because we are entitled to, the sympathetic co-operation of our fellow-citizens throughout the country."

### No Settlement in Sight.

The troubles here seem far from a settlement. But the miners, in spite of the hot talks of some of their leaders, are weakening. It will soon be with them a question, not of a full dinner pail, but of a full dinner pail at all. They must abandon the I. W. W. or the camp of Goldfield will be closed for a long, long time. And it would not be surprising, if the men persist much longer, if the mines were eventually opened with non-union men.

The committee has made no threat to this effect, and no business man has made any threats. But this will be the inevitable sequence if the struggle is prolonged very much farther. Today Goldfield is quieter than any of its citizens ever expected to see it. The saloons and the gambling houses are doing an attenuated business and the stores of all kinds have been prominently displayed that read like this:

"Owing to the present unsettled conditions no goods will be sold except for cash."

The storekeepers feel that if the miners care to take a chance they are at liberty to do so, but they themselves cannot afford to risk selling goods on credit.

### Sanitary and Attractive.

ELGIN, 45 East First Street. Everything is new and up to date. New front, new floors, new milk, new cream, new buttermilk and fresh churned butter every day. A good place to get a glass of new buttermilk, a glass of new sweet milk or a quart of real whipping cream. In fact you can get fresh and new the product of the dairy farm. Open to inspection by the public at all hours.

We have moved to 142 Main street. Salt Lake Photo Supply Co.

Our Grill Room at the Royal Cafe is open daily from 4 to 12 p. m.

### Genuine Carter's Little Liver Pills

Must Bear Signature of

*Wm. Wood*

SEE FACSIMILE WRAPPER BELOW.

Very small and as easy to take as sugar.

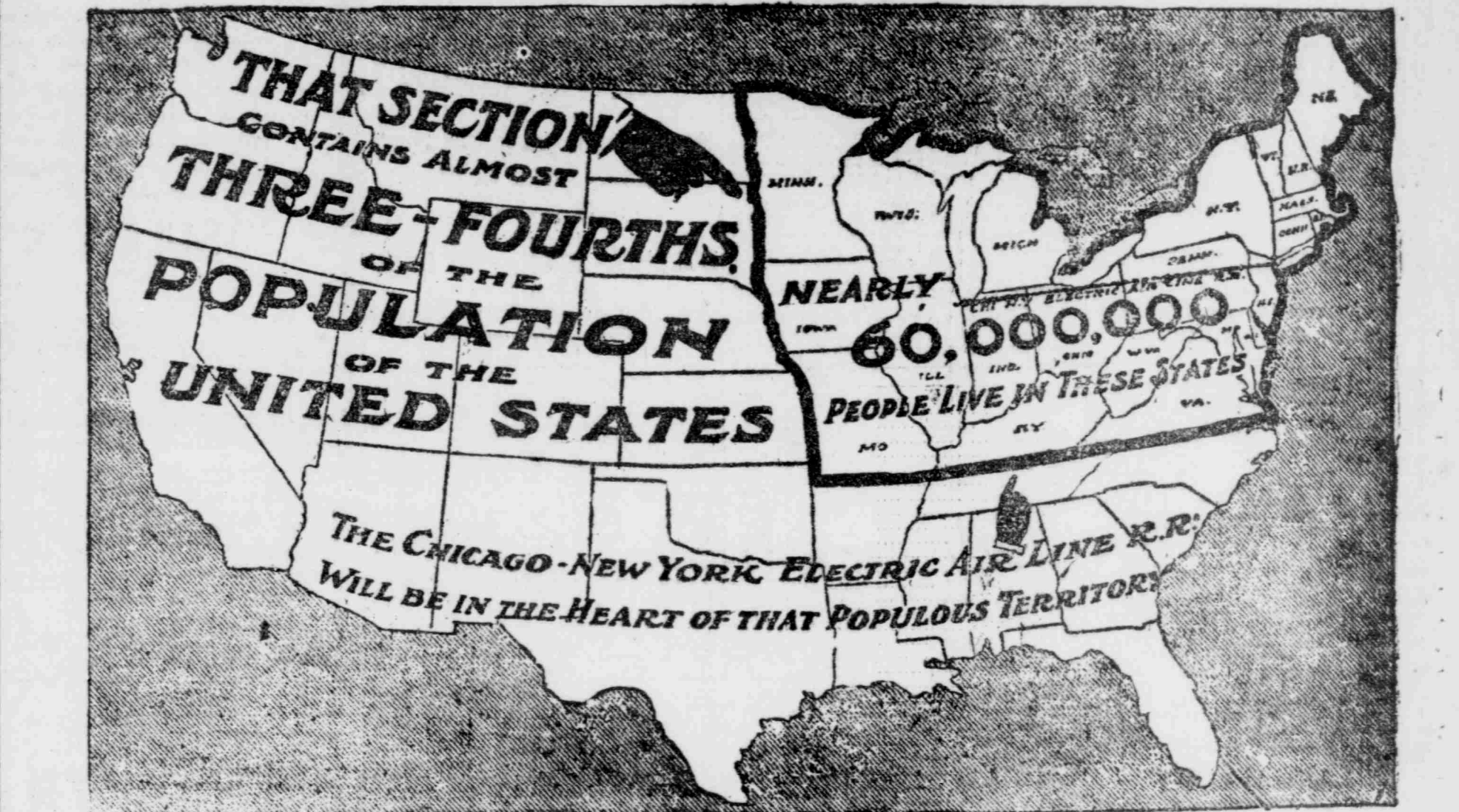
**CARTER'S LITTLE LIVER PILLS.**

FOR HEADACHE, FOR DIZZINESS, FOR BILIOUSNESS, FOR TORPID LIVER, FOR CONSTIPATION, FOR SALLON SKIN, FOR THE COMPLEXION

Price 25 Cents. Purely Vegetable. *Wm. Wood*

SLT 414

# Such Glowing Promises of Success Never Before Attended a Railroad Enterprise



## Cars Will Run in Thirty Days Stock Will Advance in Price Any Day

### UNITED STATES GROWING FAST

If the country were to stand still industrially—if our population were not to increase by a single individual, the new railroad being built by the people between Chicago and New York would be assured of a sufficient volume of business to make it the most profitable long-distance railroad in the United States. The needs of today so far exceed the capacities of the railroads operating between New York and Chicago that increased facilities are imperative. These great terminal cities are in urgent need of better railroad service—and all the interlying territory is in need of it.

But the Chicago-New York Electric Air Line Railroad has infinitely greater prospects than even the necessities now promise. It will go through the most populous and the greatest industrial and commercial States of the Union. Moreover, what this section is today merely suggests what it will be in the future.

The present increase in population obtains in almost every section of the country, but it is attaining tremendous proportions in New York, New Jersey, Pennsylvania, Ohio, Indiana and Illinois. The States through which the Chicago-New York Electric Air Line will pass. These now contain nearly 30,000,000 people, and with the States which they adjoin, the territory indicated in the above map, they include almost 60,000,000 people, or three-fourths of the entire population of the United States.

### TREMENDOUS FREIGHTS

The two principal distributing points of the country are Chicago and New York—one for the West and the other for the East. The shipping carried on between them is enormous, but is now restricted by the inadequate facilities for handling it. Most of the leading Western roads converge at Chicago, so practically all shipments for the Eastern markets and for export are handled by the lines now operating between New York and Chicago. The Eastward tide includes fruits from California, wheat, corn, oats and barley from the fields of the West, flour from Minnesota, furniture from Michigan, lumber from the far Northwest, live stock and dressed meats from the packing-houses of Chicago, Kansas City and Omaha.

The industries and natural resources of the Eastern States seek the great Western markets and create a volume of freight business which equals that coming from the West. Among the States of the Union New York is first in manufactures, Pennsylvania second, and New Jersey has immense manufacturing interests. Massachusetts is the center of America's boot, shoe, leather, wool, paper and cotton trades. The Eastern and Middle Atlantic States send westward vast quantities of machinery, manufactured goods, granite, marble, building stone, brick, salt and numberless other products. The coal mines of Pennsylvania, the principal source of supply in the United States, are constantly shipping their output in every direction.

Thus there is a never-ending flow of traffic to feed the railroads operating between New York and Chicago, and it will continue and increase in volume as long as the country exists. The traffic between these great cities has doubled in the past eight years and yet no new lines have been built to care for the increase and the facilities of the old lines have not been extended. This condition indicates how seriously the Chicago-New York Electric Air Line is needed. It will traverse the most populous section where the present congestion is felt with greatest force.

### UNITED STATES MAIL

The importance of the United States mails to the railroads of this section is difficult to measure. It is safe to assume that the personal and commercial mail business created by the sixty million people in this territory is a considerable portion of the whole. A total of 28,000,000 separate pieces of mail of the publication class only every month goes out from New York alone. And the Chicago-New York Electric Air Line will be the logical route for the United States mails in its territory, because of its saving of time, for dispatch is of first consideration with the Government.

### PASSENGER TRAFFIC

At present there are 65 regular through trains plying between New York and Chicago daily. Passenger trains are almost invariably filled to their utmost capacities. The existing systems not only care for all of the inter-city passenger traffic of the two great centers with respective populations of 4,000,000 and 2,000,000, and of all of the thickly populated States lying between them, but people going from almost any point in the East to any point in the West must use one of these lines at least part of the way.

The Air Line will induce new travel because of its saving of time and of the increased comfort that its smooth and straight roadbed will afford. It is expected that the savings in time and in the cost of operating and maintaining its electric system will enable the Air Line Railroad to make a material reduction in the present fare between New York and Chicago and still make a larger margin of profit than is made by the steam roads. Everyone has the desire to travel—at least as an occasional diversion. But now its cost is prohibitive to many thousands of people in moderate circumstances. So the money-saving advantage will create a large amount of passenger traffic.

If you want to join the most promising money-making project of the age, if you want to be a partner in what will be the most important railroad in the United States—if you want to share in the profits of an enterprise which promises greater returns on the investment than anything before the American people—then

**FILL OUT THIS COUPON**

**How You Can Buy Stock—Now!**

WE ARE NOW OFFERING THE FULL PAID NON-ASSESSABLE \$100 PAR VALUE STOCK OF THE

Chicago-New York Electric Air Line Railroad Co.

ON THE FOLLOWING EASY TERMS:

\$ 45 buys 1 Share, pay down \$ 4.50 and \$ 4.50 per month for 9 months.

\$ 135 buys 3 Shares, pay down \$ 13.50 and \$ 13.50 per month for 9 months.

\$ 450 buys 10 Shares, pay down \$ 45.00 and \$ 45.00 per month for 9 months.

\$2250 buys 50 Shares, pay down \$225.00 and \$225.00 per month for 9 months.

You can contract for any number of shares, paying for them in the same proportion. You can pay more down and more per month if you desire, or you can pay in the entire balance due at any time, when a certificate will be issued. All applications should be sent and remittances made payable to

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### RARE INVESTMENT OPPORTUNITY

This cursory view of the situation indicates that a tremendous volume of business awaits the completion of the Chicago-New York Electric Air Line Railroad and it does not take into account the future development of the country. The success of the Air Line is as sure as anything that man can foresee, and the permanency of it as certain as that of the great cities it will join. Its advantages as an investment are obvious—its prospect of success too many to enumerate. No investment opportunity in recent years—either in mining, real estate, inventions or railroads—has been so replete with fortune-making prospects as this enterprise.

Railroad stock is well known to be the safest and most successful of investments. All over the land there are families living in affluence on the proceeds of railroad investments, many of them made one or more generations back. Statistics show that there are fewer failures among railroads than in almost any other branch of industry. Mining is sometimes immensely profitable, but there are a hundred—probably a thousand—failures in it to one success. The Air Line is an extraordinary railroad project, for none was ever exploited that had so many and so great prospects of instantaneous success. It is not going into a new and undeveloped country, but in the heart of the most thickly settled portion of the continent, where the very best railroad site has heretofore been neglected.

### BUILDING THE AIR LINE

The Air Line is in process of construction, work having been commenced in September. On February 23 of this year the first spike was driven at La Porte, Indiana. The first section is 100 miles long and will draw business from several thriving cities and towns. It will constitute a complete paying railroad in itself, and this is one of the most advantageous features of the organization. Plans, efforts are centered on one division at a time, and just as soon as it is completed it will be put in operation, and the railroad will thereby be earning profits long before it is complete from end to end.

The principal camp of the Co-operative Construction Company, which is building the first 100 miles of the road, is at South La Porte, and presents a scene of the greatest activity that region has ever known. The siding from the Pere Marquette Railroad and the big warehouse have been completed. Work is progressing on the cement house. Within two weeks the foundations of the power-house will be in the brick car barns will have begun to rise. All the labor available at La Porte is on the job, and 500 more laborers will arrive any day and give new impetus to the advance of the line. Two construction locomotives and trains are on the way from the camps. All the machinery for the road is being ordered. It includes the most modern Westinghouse equipment, with a 400-horse-power engine. Fifty-foot combination model Pullman passenger cars have been ordered for delivery in April.

The enormous steam shovel, costing \$10,000 and doing the work of a big gang of men, is on the way from the Vulcan Iron Shovel Co. of Toledo. Three new work camps will be established and over 1000 men will be working on the road here within a month. With seasonable weather cars will be running over the first fifteen miles of the Chicago-New York Electric Air Line in thirty days. In the first division territory there are no more dangers as to the success of the Chicago-New York Electric Air Line Railroad. As the tangible assets of the road increase, the value and the price of the stock advance.

### THE FOLLOWING NEEDS NO COMMENT.

LA PORTE, Ind., Mar. 28.—Blake A. Mappedoram, who is chief engineer and general superintendent of the Co-operative Construction Company, which is building the Chicago-New York Electric Air Line, has had a highly successful career as an electric power-house builder and operator. New Yorker by birth, he spent three years in the mechanical department of the Loraine Steel Company in Johnstown, Pa., thence entering the contract department of that company in charge of electric railway construction and building and operated the Rapid Transit Railway in that city. He built and organized the operating department of the Mississippi Valley lines in Illinois. He came here from city lines of Memphis, Tenn., and Fort Worth, Tex.

J. C. Hoelmann, a noted electrical engineer of Pittsburgh, has joined Mr. Mappedoram—they have been associated in railroad building during the past ten years—and he will superintend the building of the power-house at South La Porte and the larger power-house for the main line to be erected east of this city. The big power-house will be built ten miles east of La Porte, on the banks of the Kankakee River, with its never-failing water supply, where the Air Line will cross the Grand Trunk track, going over it, as there are to be no grade crossings on the Air Line.

Work has begun and is progressing nicely on the abutments for the bridge over the Pere Marquette tracks west of this city. All the working force of the construction company is being directed to pushing the work on the road from this city to Chicago, which will be completed and in operation before the summer has passed.

### ACT NOW—TODAY

If you have allowed this stock to increase in value from week to week without taking advantage of your opportunity, do not let another advance come before joining the enterprise. Remember that the demand for the stock has already caused great advances in price and has greatly enhanced its value. Only a limited amount will be sold at any price below par (\$100). There is now a limited allotment being sold at \$45 a share and we cannot tell what day it may be exhausted. The day this lot is exhausted the price goes up. That will be any day. Buy, or at least investigate, now, while you have a chance to buy at \$45 a share.

If you want to learn more about the railroad which will be the first direct line between New York and Chicago, and 161 miles shorter than the shortest now in operation—if you want to know about the men who conceived the plan of building a modern railroad to meet conditions as they exist today—if you want to receive the Air Line News free—then

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